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1. In making plans for the new German airline, Transport Minister Hans Seeböhm has taken great pains to avoid any suspicion that it might be a cover organization for a future German Air Force. To this end, collaboration between the Blank Office and the Transport Ministry air section has been restricted to an exchange of information. Last spring, Seeböhm had wanted to exclude all former Luftwaffe flyers from pilot positions in the new airline. He has since been persuaded to accept the following general formula for composition of flying personnel: one third former Lufthansa, one third former Luftwaffe, one third new trainees without previous flying experience. Determination to keep the new airline "clean" is also evidenced in the decision to keep the training completely separate from the military program.
2. A core of pilots with up-to-date experience already exists—namely Germans who are flying for foreign airlines. Swissair currently employs about twelve German pilots, and KLM also a certain number. It is likely that arrangements will be made to farm out a certain number of young Germans to these airlines for training until adequate facilities exist in Germany. Ultimately, it is hoped to combine the most basic flight training for civil and military pilots in the interests of economy, but such a time is far distant. The civil training program will probably be directly supervised by Hans Longers, a former director of Lufthansa, who has been chosen to head the new airline and has recently established offices in Cologne, Claudiusstrasse 1. Longers and his associates hope to obtain second-hand 20 four-motor and 20 two-motor planes, preferably DC 3's, 4's and 6's.

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